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CENTRAL INTELLIGENCE AGENCY

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1. In 1935 changes in Soviet naval policy resulted in the formation of plans to construct a battleship modeled after a modified and modernized Royal Sovereign, and by 1937 work had progressed so that it was possible to prepare to lay the keel for such a ship. In this year discussions between Soviet naval authorities and the Chief of the Baltiiski Zavod (Baltic Plant) in Leningrad resulted in issuance of an order to the yard to construct slipways for two battleships. Two years later, in 1939, an engineer named (fnu) Samarin inspected the slipways and personally guaranteed the adequacy of the Baltiiski Zavod. Samarin was then put in charge of construction of the battleships; he was later made Chief of the Ministry of Ship Construction and in 1945 was put in charge of reconstruction of the Nikolayev Shipyard. Soviet ship construction experts assume that Samarin is now directing construction of larger naval vessels both in Nikolayev and in the Arkhangelsk (64-34N, 40-32E) area.
2. In 1939 the keels of two battleships were laid down at the Baltiiski Zavod and work continued until the siege of Leningrad, when one slip and the hull of one ship were badly damaged by bombing. Work on these battleships was largely discontinued during the war, but was begun anew in 1945.
3. At Molotovsk (64-34N, 39-53E) a wharf was constructed between 1937 and 1939 and it was planned for the building of larger naval vessels. About fifteen thousand persons were employed on this project, and two

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large ways were constructed, each under a large shed built of reinforced concrete which is known as an "elling".

an "elling" is a shed which is large enough to shield a completed hull as well as the cranes and equipment used in building a large naval vessel; the "elling" not only gives protection from the weather, but conceals the work being undertaken. The Soviet Union has organized special courses for naval architects in construction of such sheds, which are very expensive to build and difficult to plan, since they must contain a very large area of unsupported archspan.

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4. At the Molotovsk Shipyard the keels of two large naval vessels were laid, and work continued until 1941, when it was halted by the war; construction on these vessels was resumed in 1945. The Molotovsk Shipyard and the Nikolayev Shipyard now rank as the largest shipyards in the Soviet Union.
5. Main turbines for Soviet battlehips are being constructed by the Stalin Heavy Machinery Plant No. 371 at Leningrad. Official data on this plant at Leningrad states it can construct turbines of up to 100,000 horsepower.
6. [] it highly probable that one Soviet battleship will be completed in the near future in the Baltic area, [] two additional large naval vessels are nearing completion in the White Sea area.
7. [] in January 1948 the completed hull of a battleship with mounted armor was observed in Leningrad; the superstructure and armament were not mounted on the hull, but the main machinery seemed to be installed in the vessel. Construction of the ship was evidently not being rushed at the time of this report. Between June and September 1949 [] the presence of a large naval vessel described as a battleship in the harbor at Kronstadt (59-59N, 29-45E). The armament of the ship included a triple-firing turret in the forepart of the ship, and a single-firing turret to the aft. Just rear of midship was another turret with three vertical openings on the front. No guns were mounted on the tower, which seemed to be maneuverable.
8. During the summer of 1950 [] a large naval vessel engaged in artillery practice in the innermost part of the Gulf of Finland. In October 1950 a large, possibly completed, naval vessel with a weight said to be more than that of a heavy cruiser, was observed in Leningrad moored north of the Galerny Wharf. The ship was surrounded with screening which resembled dry dock sections, in an attempt at concealment. It was possible to compare the size of this ship with cruisers which also were moored in the area.
9. []

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[] data concerning the Sovetski Soyuz, Treti International, and Sovetskaya Ukraina:**

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displacement	35,600 tons (approximate)
length	240 meters
width	34.5 meters
draft	11.4 meters
deck armor	10 inches
armor girdle	16 inches
tower armor	18 inches
armament:	
planned armament	4 firing towers with 12x406 mm. guns
actual armament	2 firing towers with 6x406 mm. guns
planned armament	14x150 mm. guns
actual armament	20x150 mm. guns
planned armament	10x20 mm. guns
actual armament	40x20 mm. guns
planned armament	14x45 mm. guns
actual armament	24x45 mm. guns
speed	unknown (32 or 33 knots)
radius	8,000 sea miles at 14 knots an hour

These figures are held to be generally correct, though the former officers assert that deck armor was originally to be eight inches thick but it is not improbable that ten-inch plate was used as an additional precaution against air attack. Planned armament figures agree with data which they had at their disposal.

two gun towers in the original plans were replaced by two rocket towers for launching guided projectiles. The armor on such towers is lighter than armor on ordinary firing towers, and this probably would add to the speed of the battleship.

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10. The tendency toward an increased number of smaller caliber weapons agrees with recent thinking concerning battleship armament; but

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the above figures are not final. since constant revision is being made on ships of this type. the battle-ships are equipped with 130 mm. guns rather than 150 mm. guns, since the Soviet 130 mm. has the same range and reliability, is lighter and faster, and has better elevation than the 150 mm. gun, and can be used as a long-range anti-aircraft weapon. Figures concerning the speed of the battleships could not be available prior to shakedown tests.

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11. the Sovetski Soyuz is launched and underwent practice runs during the summer of 1950. The vessel is not yet listed by the Soviet Navy, indicating that it is still being tested and probably is not completely armed. the vessel is in Lepaya (56-32N, 21-00E) for final equipping and installation of signal systems, wiring, etc., and it is asserted that the vessel will join the Baltic Fleet sometime in 1951.

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12. Estimates concerning the Treti International are more difficult to make; the vessel is no longer at the Baltiiski Zavod shipyard, but they have obtained no information indicating that the ship is finished and afloat. Some information indicated that the vessel was anchored at Leningrad in the spring of 1950, but was still uncompleted. the ship will be completed late in 1951 or early in 1952.

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13. The Sovetskaya Ukraina was only completed to the waterline when the Germans entered Nikolayev, and for unknown reasons the hull of the vessel was not destroyed when the Nikolayev Shipyard was destroyed by the Germans. In the absence of data, it is assumed that the vessel is still under construction at Nikolayev, and that the reconstruction of the shipyard, the secondary role of the Black Sea Fleet in Soviet thinking, and lack of material concerning the ship in Soviet technical journals all confirm that work on her is progressing slowly.

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14. [REDACTED] the chief Soviet naval yard in the White Sea area is located at Molotovsk, where it is rumored that two aircraft carriers and two battleships are under construction. They assume that these rumors are unfounded, but point out that the shipyard is able to handle ships of this size, and doubtless will eventually be used in their construction. [REDACTED] two aircraft carriers may be under construction in Molotovsk, but that work on them will be slow since the thirteen-year history of the construction of the three battleships indicates that the Soviet Union has not yet mastered the difficulties of constructing large naval vessels. If such ships are being constructed, [REDACTED] every effort will be made to conceal the work, and [REDACTED] the personnel of the Baltiiski Zavod were told that the yard was working on large icebreakers when construction on the two battleships commenced.

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[REDACTED] Comments:

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**On the basis of mathematical computations, using the figures given for length, width, and draft, the figure given for displacement appears to be incorrect.

In addition to the battleship reported under construction in this report, the battleships Strana Sovetov and Sovetskaya Belorussia were reported to have been laid down in Arkhangelsk in 1942, and may possibly have been commissioned by this date.

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